


**MEMORANDUM**

**TO:** District of Columbia Board of Zoning Adjustment  
**FROM:**  Stephen J. Mordfin, AICP, Case Manager  
Joel Lawson, Associate Director Development Review  
**DATE:** November 16, 2012  
**SUBJECT:** BZA Case 18399, 4715 16<sup>th</sup> Street, N.W., Supplemental Report

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At the BZA hearing of September 25, 2012, the Board requested comments from OP and DDOT on the following items:

1. Traffic Mitigation Plan;
2. Agreement for off-site parking;
3. Landscape Plan, which would also be a part of the mitigation plan;
4. Impacts of bus routes; and
5. Impacts of imposing a term on the use.

**Traffic Mitigation Plan**

The Office of Planning had recommended a term limit to provide an opportunity for an assessment of impacts. The applicant now proposes a monitoring program to address parking and traffic issues. The program would include a provision that should the applicant fail to meet the projections as outlined in the transportation study two years in a row, the applicant would then be required to work with DDOT to develop additional techniques and mechanisms to mitigate its impact and reduce parking demand and trip generation. As a control, monitoring reports would be due to be filed with DDOT and the ANC every November 30 for review, ensuring compliance.

**Agreement for Off-Street Parking**

The JPDS School Bus Routing Memorandum, dated October 31, 2012, includes a section on off-campus parking supply. It indicates that the applicant has an agreement with MOSIAC Church to provide fifteen off-street parking spaces at its facility, in excess of the parking variance of ten requested by the applicant. In combination with the seven parking spaces to be provided on-site, a total of 22 parking spaces would be available, more than the seventeen required.

MOSIAC church is located at 4401 16<sup>th</sup> Street, N.W., approximately one-third of a mile south of the school, and within walking distance. As an incentive to carpool, four parking spaces at the school would be reserved for faculty and staff that carpool.

**Landscape Plan**

The applicant submitted a landscape plan dated October 20, 2012. The plan depicts the location of an existing wooden plank fence parallel to the southern property line that is set back five feet into the subject property. An existing row of trees buffers the adjoining residence to the southeast, fronting on Piney Branch Road. With the exception of one Mulberry tree and one Hemlock tree, no landscaping currently buffers the

residence to the southwest, fronting on 16<sup>th</sup> Street. The applicant proposes to remove the existing Mulberry tree and plant seven Emerald Green Arborvitae (evergreen) trees and two Kousa Dogwood (flowering) trees. These plantings should adequately screen the school from the adjacent property to the southwest.

#### Impacts of Bus Routes

DDOT will submit its comments under separate cover.

#### Impacts of Imposing a Term on the Use

A letter from Birchwood Financial Partners, dated October 17, 2012, was submitted addressing the financial and enrollment impacts of imposing a term on the school, indicating that the imposition of a term limit would have negative impacts on the ability of the school secure financing and retain students.

Should the Board impose a term, the applicant requests the term be for a period of fifteen years, with renewal permitted after thirteen years, to allow the applicant time to consolidate the school at its northern campus should it have to close the lower campus. However, with the addition of the monitoring program noted above, OP is not opposed to the elimination of a term limit.

#### Conclusion

The post hearing statement includes additional measures to minimize its impact on the neighborhood. In addition to those described above the applicant also proposes to:

- Permit all faculty and staff members to ride the school's buses for free;
- Increase the number of staff members that take advance of a Metro fare card stipend to encourage use of public transportation;
- Not permit right turns out of the school onto Decatur Street, requiring motorists to use 16<sup>th</sup> Street; and
- Provide bike racks and showers for use by employees.

The Office of Planning continues to support the application and recommends the Board approve it subject to a revised set of conditions. These revisions not only reflect the financial ability of the school to obtain financing, but also require a mitigation plan to ensure that it does not become a burden on the community as a result of traffic and parking issues. Therefore, the Office of Planning recommends the Board approve the application, subject to the following revised set of conditions:

1. The number of students shall not exceed 130.
2. The number of faculty and staff shall not exceed 26.
3. The hours of operation of the school shall not exceed from 8:30 A.M. to 6:00 P.M., with students, faculty and staff permitted to arrive prior to the start of school.
4. Use of the on-site play area shall be limited to small groups of children to minimize impacts from the noise of children at play.
5. Seven off-street parking spaces shall be provided at the school, and 15 off-street parking spaces shall be available at MOSAIC Church at 4401 16<sup>th</sup> Street, N.W.
6. Drop-off and pick-up of children shall be from the existing driveway on Decatur Street. Bus pick-up and drop-off shall be from the driveway on 16<sup>th</sup> Street.
7. Parking for large extracurricular events shall occur at the Carter Baron Fringe parking lot, with shuttle service provided to the subject property.

8. The applicant shall landscape the property in accordance with the landscape plan dated October 20, 2012.
9. All faculty and staff shall be permitted to ride the school's buses for free.
10. Four of the on-site parking spaces shall be reserved for carpoolers.
11. The applicant shall file a monitoring report with the ANC and DDOT every year no later than November 30.
12. Should the applicant fail to meet the projections as outlined in the transportation study two years in a row, the applicant would then be required to work with DDOT to develop additional techniques and mechanisms to mitigate its impact and reduce parking demand and trip generation.